

COURIER SERVICE TO BEGIN OPERATION

Next to Coastal Patrol, the most active phase of the CAP is "Courier Service." Already firmly established in Pennsylvania, it is only about to begin operations in Ohio, with Cleveland as the trial balloon.

Already plans have progressed to the point where solicitations are being made from Cleveland's war industries, the plan tentatively being to ask thirty companies to contribute \$150 apiece, thereby guaranteeing the first ninety days' operation. While it is true that Cleveland is much better off than other communities from an aviation standpoint, nevertheless, war industries thus far contacted feel that there is a sufficient amount of interest in this type of service which more than justifies its existence.

The \$150 per company fee will pay for all overhead, including the expenses of the pilot. The use of the planes will be charged for at nominal rates already established by Washington, and will not only cover the cost of operating the planes, but will include insurance.

Courier Service is being established in Ohio under the direct auspices of the Wing. Here in Cleveland the plan is to establish one office which will draw on both the Willoughby Group 511 and on 514 for its planes and personnel. This arrangement gives the greatest possible service to both East and West side plants.

The Cleveland Junior of Commerce has offered its services, first to make a survey and find out exactly the reaction of war industries toward the proposal, and secondly, to insure the pledging of the amount of money needed. Junior Chamber members have already become well versed in the operations of the project and will be introduced by means of a letter being sent out to all war

DAWN PATROL REPORTS HOME

All the romance of aviation that has come to be represented in those two words, but for W. Donn Barber, the Dawn Patrol is something that requires him to get up at 4 A.M. so that there will be coffee and doughnuts for the pilots who take off at 5:30 to scan our shores for hostile subs or the survivors of U-boat attacks.

Barber, a former member of 514-2, is one of our boys who are on active service with the Coast Patrol. Writing recently from a base which shall remain unidentified, Barber, who is at present mess officer at the post, indicated that there is more work than romance in his present assignment.

He and his mates toiled in shorts out in the boiling sun, improving runways and cutting brush filled with jiggers. Quarters were so-so, food

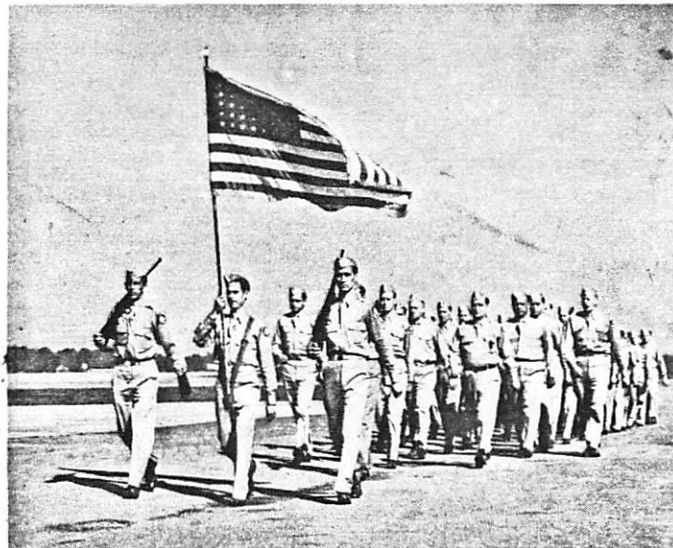
was nothing extra, and pay day was late.

BUT — from his letter there was no hint of complaint. He was just giving a matter-of-fact report of what life really is on active duty. He was proud of what he and his camp-mates have accomplished and cheerfully reported that conditions were rapidly improving.

"We have certainly shown results with the material we had to work with, and as a result have received several fine compliments on our progress," he wrote.

"As for the actual business of patrolling, we fly in groups of two and three, and from dawn to dusk. Two-and-a-half-hour flights range along a 90-mile coast and from 15 to 50 miles out to sea. With plenty of sharks around, this is a hazardous task when our only protection is a Mae West.

"We have not had any excitement as yet, but our flights have sighted wreckage and life-rafts. Demolition bombs have been issued and as soon as racks have been fitted



Group 514 Marches in Review.



514 NEWS

The official publication of CAP Group 514,
Cleveland Municipal Airport, Cleveland, Ohio.

Group Commander.....Capt. Dwight P. Joyce

NEWS STAFF

1st Lieut. Henry M. Barr, Editor
Flt. Off. Norbert J. Yassanye, Co-Editor

PHOTOGRAPHY

Sergeant Dudley Brumbach

CARTOONS

Fred Newman

FEATURES

Pvt. Charles Hubbell Pvt. Alice Shupe Pvt. Jean Gorman
Pvt. James Hartshorn Pvt. Don Fairchild 2nd Lieut. Ted Hanna
Pvt. Ardele LaBrake Pvt. Kaye Greshauge 2nd Lieut. Jerome Moss
Pvt. Pauline Wolfe

Production.....1st Lieut. George H. Scragg

Typesetting.....The Caxton Co.

Printing.....Cope, Inc.

VOLUME I

NUMBER 5

SHARE-A-RIDE

Now that the 35-mile-an-hour speed limit has been in effect some time, those of us who drive to the airport have discovered we have to start out sooner than usual to be in line when roll is called. A couple of tardy marks impressed that on all in short order.

Soon, however, we drivers will have to cut down on mileage as well as on speed. Gasoline rationing for all is just around the corner.

But this won't bother CAP members who belong to the many Share-A-Ride groups now in operation. One auto carrying six people to the field means as many as five other cars home in the garage — not consuming gas.

Then, too, many members who formerly had to ride street cars and busses to attend meetings are now enjoying the benefits of this plan. It's as truly democratic as the idea behind our entire organization.

Whether you drive or still ride public vehicles, you should belong to a Share-A-Ride group today. If you don't, find out who lives or works near you and get together now.

It's lots more fun to ride with others instead of having no one to talk to enroute to and from the field.

Only in an airplane — today — is it patriotic to solo!

On Sunday, October 25, Transportation and Supplies Officer Winter, of 513-4, New Philadelphia, paid Group Headquarters a visit extending them an invitation to attend the New Philadelphia Military Ball to be given on November 14. Details will be made known at your Squadron Meetings.

COMMANDER'S COMMENTS .

One of the first of the basic courses which all Civil Air Patrol members are required to take is a course entitled "Military Courtesy and Discipline." This is really a fundamental course of instruction and is given to all members of our armed forces.

The need for rules of courtesy and discipline in any military or semi-military organization such as the Civil Air Patrol, should be quite obvious. The current regulations in this regard were not any one man's idea but were the result of much and varied experience over many years.

It has been many times clearly demonstrated that proper adherence to the rules of military courtesy and discipline have a very beneficial effect on the morale of any organization in addition to making that organization a more efficient unit.

In recent weeks I have noticed a general laxity on the part of the membership in this group in the observance of the subjects covered by our course in military courtesy and discipline. I strongly urge all of our officers and enlisted personnel to carefully review the work covered by our course and make sure that these principles and rules are again put into effect throughout our organization.

I am confident that if this is promptly taken care of the morale and general overall efficiency of Group 514 will become much improved.

Dwight P. Joyce
Captain, Civil Air Patrol,
Commanding Group 514

ANY IDEAS ???

Now's your chance to make "Group 514 News" exactly what you want it to be. You will find an idea box waiting for your cargo of thoughts. You fill it with your ideas and we'll carry on from there.

If you have any "hot off the wire" news, let us have it, or if you have just the thing for a good feature, we want that too. You don't have to write the article. Just a sketchy idea will do and in record-breaking time we'll do the rest.

Maybe there's something you've been wondering about for a long time. Now's your chance to find the why and wherefore of it, because we'll stick our nose for news to the bottom of the subject and bring it back alive.

Everybody is welcome and remember, the oftener you fill the box the prouder you'll be of "Group 514 News." This box will be placed on the wall at the left of Group 514's bulletin board at the foot of the stairway leading to headquarters.



ENGINEERING SECTION . . .

is featured as the November "Class of the Month." Above — 2nd Lieut. Harry Webb, Instructor, John S. Flanigan, Milton Priesley, and Charles Lusk taking a sight. Above right — Edward Williams, William Grimes, John Hudak, Larry Hart, Burton Riley, Homer Holze and Jack Brosius put the finishing touches on the CAP airport shelter house.

WHISTLING WHILE THEY WORK

Working quietly and without fanfare, one unit of Group 514 stays continuously at their specially assigned tasks regardless of outside distraction. We have reference, of course, to the recently formed Engineering group under the leadership of Lieut. Harry Webb.

Their willingness to get things done has already resulted in many requests from headquarters — all followed through and accomplished efficiently. As the result of this cooperative spirit, already the collar pins in the form of castles command respect by CAP wherever they are seen.

Take for example the expressed wish of Captain Joyce to provide a shelter house for those of the airport who may find it necessary to wait at the airport entrance for transportation. Less than a week later a shelter house had been procured from the Cleveland Railway Company, moved to the entrance and now stands in its coat of red, white and blue complete even to the CAP insignia (see above). And is the shelter appreciated? Any dull day finds it packed to capacity with humanity waiting for transportation.

Then there was the need for remodeling the downstairs room for the Ladybirds; 'twasn't long after the thought was expressed when the Engineers had it completely reboarded, painted and ready for occupancy.



Their drafting and map-making ability has many times come in handy and the huge bulletin board at the foot of the stairs is a product of their ingenuity.

When weather permits, they can always be found either around the edge of the airport or in a more distant farm practising with the transit, or running lines — readying themselves for the day when they might be called upon to lay out emergency fields, or in other manners carry their practise into reality.

"Unsung Heroes" is probably a hackneyed phrase in these troubled days, but nevertheless the shoe fits and in spite of their modesty and reluctance to bask in the limelight we insisted that they bring their light out from under a bushel this once for the recognition which is justly theirs.

MOVIES FOR SQUADRON 1 . .

Through the office of Civilian Defense, arrangements have been made for the showing of four films at the regular Tuesday meetings of the women's squadron.

These films will depict the mobilization of England, U. S. Navy pictures of the Battle of Midway, an instructive reel on how to combat fires and the "Star Spangled Banner, a patriotic epic of these United States.

(Continued from Page 1)

industries and members of the Cleveland Chamber of Commerce. This arrangement will accurately acquaint Cleveland's industries with the plan.

Pilots will be solicited on a volunteer basis, but for a minimum period of two weeks, and they will receive \$8.00 per day plus traveling expenses. Plane owners will be reimbursed on an hourly basis according to rates already established.

Present plans call for the establishment of this service within the month of November. Further information will be passed along to the squadrons at their regular weekly meetings.

HOME ON THE RANGE

Take aim, ready, FIRE! And now we present several bull's-eyes through the courtesy of those Annie Oakleys of 514-1. Every Wednesday evening the girls spend their time smelling gunpowder and giving the targets a real battering.



Along with scoring plenty of bull's-eyes, we have also accomplished the amazing feat of standing fast when the revolvers on the range are fired. The first night several of us looked like jitterbugs every time a revolver went off, but we're really learning to take it now.

Before our first lesson, Mr. Fellabom, our instructor and expert marksman, gave us important information on the parts of a gun and the proper and safe way of using the gun itself. Then we were taken up to the firing line and immediately saw action. Our objective was 60 feet away and our equipment was a steady arm, either a Winchester or Remington .22 rifle, and 50 rounds of "guaranteed to hit" shot.

All of the girls have conclusively proven that Herr Hitler would find his hands full if he should ever chance to meet with our rapid-fire squadron. And if our efficiency behind the gun didn't do the trick, the expression on our faces would. The girls really go through some Dr. Jekyll and Mr. Hyde contortions just before pulling the trigger. Thus far, "Trigger Finger" Thielman has walked away with top honors with never less than 6 bull's-eyes per 10 rounds of ammunition, and Commander Forster is second in line just a couple of bull's-eyes behind.

Peg Rex has made us all look a little sissified, though, by bravely taking over and commanding the sharpest, noisiest little .22 Woodsman on the range, and her skill behind this spitfire increases nightly.

To the rest of Group 514 a word to the wise should be sufficient — be alert; Squadron 1's sharpshooters are loose!

DEMERIT SYSTEM FOR THE WOMEN

A demerit system has been set up by Squadron 1's executive staff for the purpose of better attendance and discipline.

More than 20 demerits over a four week period will call for 15 minutes extra duty for each mark over the maximum and the Personnel Officer will assign the duty.

Demerits will be earned for open or missing uniform buttons, bright nail polish, unshined or high-heeled shoes, unauthorized jewelry, poor posture and smiling while at attention. (Editor) Another reason, which incidentally calls for five demerits, will not be explained here.

CAP MEDICOS

Orders have just come through from Group 514 headquarters to the effect that every member of Civil Air Patrol must undergo a complete physical examination. This blanket order does not include the flying personnel which has already had examinations under Civil Aeronautics Authority direction. Reasons for the order are readily understandable. Persons with any minor or major physical handicap can, by this means, be assigned to duties which they are physically able to execute. The seriousness of delegating important missions, for example, to anyone suffering from epilepsy, can readily be seen. Heavy lifting or any other form of activity involving muscular strain should not be considered for anyone with hernia.

It is the plan of the Group physician to organize a Medical Squad conforming to the requirements of the Red Cross Emergency Squads. The Squads, under direction of Dr. A. F. Hagedorn, will consist of six members, the duties of which will be to take over many routine medical clerical reports and to assist the doctors generally with physical check-up work and attendant matters.

Dr. Hagedorn wishes to stress the fact that there are still many members who have not completed the First Aid course. Since the Group courses are concluded, it is suggested that the course be completed at any one of the various agencies where such courses are being conducted continuously.

(Continued from Page 1)

to our planes we will begin practicing takeoffs and landings with the new load.

"We now have approximately (dash) ships in service with another (dash) to come and we soon will have an amphibian ship available for rescue missions," he wrote.

(Editor: A recent article in a national magazine carried a story about the work of the patrol which is finally gaining recognition for its efforts and pointed out that they were armed with "Colt 45s, depth bombs and Mae Wests.)

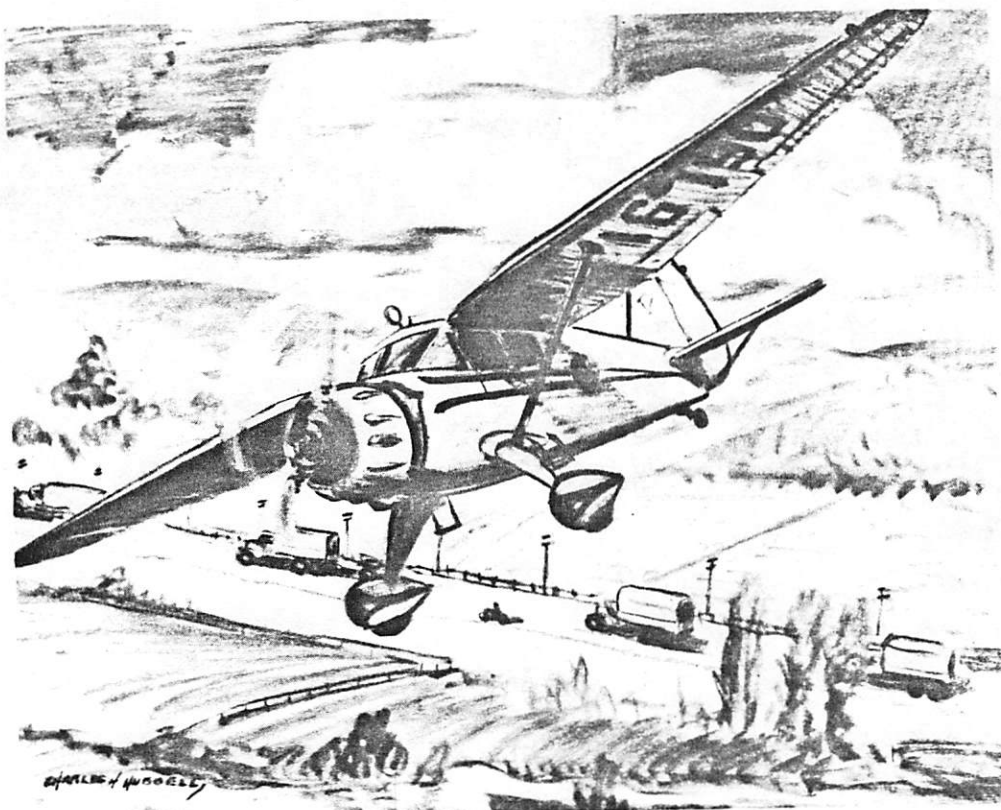


The Photographic Section has found a home at Flight, Inc. Sergeant Brumbach starts cleaning up. Plans have been drawn for a complete photographic laboratory.

Using Lieut. Jack Lenkard's Stinson-Reliant as a model, Charley Hubbell this month illustrates the "Convoy Spotting" mission.

Trucks or specially identified passenger cars leave the airport at a given time. Shortly thereafter planes begin to take off at fixed intervals, keeping the convoy under constant surveillance as it winds its way over the countryside.

The planes report back to headquarters where the course of the convoy is plotted on a special map.



RADIO FOR COASTAL PATROL.

Communications Officer Wilfred Leemon, of Group 514, recently procured a transmitter from a Cleveland amateur for use on CAP Coastal Patrol Base. After modification and tests altering this transmitter from "ham" frequencies to airport tower frequencies, it was flown to an undisclosed East Coast base by George Rager and Al Grigsby. At the present time, it is doing service guiding and assisting the patrollers in their over-water missions.

EVERYBODY
EVERY PAYDAY



SAVING IN
WAR BONDS

THE M. P.'s ARE COMING . .

A Military Police unit, under the direction of Thomas A. Spoth as officer of the guard, is being formed to take care of CAP guard duties at the airport and the preliminary military training of new recruits. This unit is in acute need of web belts and pistol holsters as well as any Army Colt 45's which could be secured on loan or as a gift to the Patrol.

These men will be charged with the security of much Army property on Saturdays, Sundays, and holidays, and especially in the case of any raid.

New recruits of non-flying status will be assigned to this unit for their preliminary military training, and at a later date assigned to some section of various squadrons.

Anyone who can obtain any of the above equipment, please make it known to Officer Spoth at headquarters.

NEW UNIFORMS

Winter uniforms may be secured through the Halle Bros. military store. Since the color of the uniforms will be Army O. D. or forest green, all personnel may carry this equipment on into Army service if the case demands.

Caps and trousers for officers and enlisted men can be ordered at this downtown store, but the regulation leather winter jackets must be ordered through the Equipment and Supplies Section Headquarters, Group 514, Cleveland Airport.

New shirts are not required, the personnel making use of such military equipment of this type as they now have.

THANKS AGAIN

Again 514 is indebted to a number of organizations for making this paper possible. The printers of this November issue will be found on the Editorial page. However, we do want to give Mr. Cope, of Cope, Inc., a vote of thanks for the fine job he did on last month's edition.

Mr. O. Benjamin, of 514-2, is also deserving of our thanks for obtaining the postage necessary to mail out the papers to the members.

The Caxton Company also continues as the type-setters, and here again, words cannot express our appreciation. As a morale builder, we feel that this paper is unsurpassed, and whatever it does toward winning the war justifies any cost that may result.



1st LIEUT. W. B. LENKARD, COMMANDER SQUADRON 514-2

Known to his many friends as "Jack," he has been flying since 1928, winning his wings at Bradford, Pa., where he continued to pile up hours; in 1937 he moved to Cleveland . . . Married, he lives at 3545 Warren Road . . . Perhaps the most outstanding single aviation event and which at the same time is representative of Lt. Lenkard's personality, occurred in 1934 when he took over the Bradford Air Meet. This meet had a past record of three failures, each of which ended up in the red. By merely conforming to an idea that "If you don't spend money, you can't possibly lose any," he proceeded to sponsor the first successful Bradford Air Meet, ending with a profit of \$1300. He is the Gulf Oil Corporation's aviation representative, covering the states of Ohio, Michigan, Indiana, Illinois, Kentucky, and western Pennsylvania. In order to cover this territory, he flies a Stinson-Reliant, alongside of which he is shown at the left.

1st LIEUT. JEAN FORSTER, COMMANDER SQUADRON 514-1

Lt. Forster is head of one of the first all-girl squadrons in the country, and she is deserving of much credit for the good work she has done in the difficult task of organizing the ladybirds into a closely-knit organization . . . Hailing from Toledo, she moved to Cleveland on a whim and accepted a job as the manager of a family estate. She attained her secretarial education at the Katherine Gibbs school in Boston, and lives at 2653 North Moreland Blvd.



1st LIEUT. T. BYRON, COMMANDER SQUADRON 514-4

Quiet and unassuming, "Ted" goes about his important job in an efficient manner which has developed a reputation for himself as a man who gets things done . . . He started in aviation as a hobby, but was in the business by the time he obtained his private license . . . He opened for business at the present Aero-Ways hangar back in 1932, buying and selling used planes. His was the first agency established in the country for Taylorcraft planes, and during 1935 more than fifty were handled by his organization . . . At present Lt. Byron is the owner of Flight, Inc. . . . He lives at 21409 Morewood Park Way, Rocky River . . . His log book shows more than 1600 hours and he owns an Aeronca and Stearman plane . . . He said goodbye to his home in Nashville, Tennessee, about 22 years ago, from whence he came to Cleveland . . . At present he is Assistant Treasurer of the Hill Acme Company, manufacturers of machine tools.





OUR OFFICIAL INSIGNIA . . .

Shown here is the official insignia of the group, but behind the drawing is quite a tale resulting in the selection of a sparrow with a book under his wing.

In casting about for the representative bird which might be considered emblematic of the CAP, many were considered, but the only survivor was the sparrow. The most democratic of birds, the sparrow is found everywhere in the United States — whether it be in the poor man's alley or the rich man's garden, the sparrow is found either chattering noisily or cockily insisting that his is the right to enjoy life. Its numbers also bear out the democratic idea, since one seldom sees a sparrow alone, but always in company. He is quick to learn, and bird books rate him the equivalent of a human psychologist.

All of these characteristics can easily be found in our CAP members. What is the natural thought but to draw a picture of a bird as a student — since all of Group 514 are students of aviation — and in the background, place a picture of a CAP emblem as the sun rising over the horizon, each day increasing in brilliance. That, then, is the story behind the insignia.

They will very shortly be made available to all members of the group, at a very nominal cost, in the form of decals and stickers for your planes and windshields. They will be made available to you through the Public Relations office within the month.

Squadron 731-1, Missouri, is giving its members special training in the dropping of parcels by parachute. The training has a very practical aspect, especially in view of the manner in which the Wing has already performed on flood missions.

CANTEEN PLANS PROGRESSING

Plans for the Canteen are still under way, reports Mrs. May Leake, who is in charge. She has been shopping for a trailer that will be suitable for both the Canteen and the First Aid Group, with whom they are going to share quarters. Those aiding Mrs. Leake are: Florence Boswell, Arlene Davis, Betty Lansell, Charlotte MacDowell, Peg Rex and Annabelle Thielman.

Before the cold, bleak days set in, this group expects to be serving coffee (and maybe doughnuts) to CAP members.

GASOLINE RATIONING

The registration of all CAP members' automobiles will be carried out in the same manner as any civilian, but from there on a definite procedure is being worked out.

The plan under consideration which will probably be put into effect is this:

At the time at which the initial rationing card is secured an application blank for B or C cards will be obtained from the local rationing board.

Just because a man or woman is a member of CAP is not sufficient for them to receive additional gasoline. In order to secure additional gallonage the CAP member will most probably have to go to the Group Transportation Officer, who will certify that the member is in good standing, first, with regard to attendance, and secondly, that he or she shares their car with other members to and from the airport.

After securing such data the member will take it, together with his or her regular B or C application blank, back to the local rationing board, which will decide how much, if any, extra gasoline the applicant is to receive.

The matter of tires will be settled at a later date, but it can be said that the government is taking cognizance of the fact that CAP is doing a job that needs to be done and at a later date we may be able to pass along some pertinent information.

CROSSCOUNTRY

The Oklahoma Wing has been using detailed directives together with forms showing what to look for in serving for the scrap drive from the air. Farms and river banks, especially near bridges, have been found especially good to look for, and many tons of scrap have been located on Oklahoma's vast oil fields.

The serious manner in which CAP members take part in their missions was recently illustrated by Squadron 515-5, when a practice "Invasion" was held. The airport was found to be very well guarded and all of the invaders were captured with the exception of one who crawled all the way across the field on his stomach to get within bomb-throwing distance of the main hangar.



C. A. PETE

SAYS:

Seems that Cornie Mahall, "he of the nine lives" only has seven more to go, at least if the old adage is true since he just survived his second crack up. His first was several months ago in the Junior Chamber "Stratoliner" and the latest occurred two weeks ago as Cornie was being given his flight test in one of the Sundorph planes. Apparently the motor quit with the instructor at the helm and the plane lacked about 6 inches of altitude for a safe landing. Result: Plane cracked up, washed out landing gear, bent propeller, but Cornie as usual walked away with a broad grin on his face . . . We apologize to Doris Doubler for not using her name in the parachute picture last edition. Through some error Margaret Dobie's name was used instead . . . "Professor" Don Patrick giving a lecture over Cleveland's school station WBOE . . . Camille Hansen formerly of CAP visiting the airport now as a WAAC . . . Heard on the airport "It seems to me that when a woman is wearing slacks her charms are enlarged without being enhanced."—tsk! tsk! . . . Then there was the item which we can't possibly overlook wherein John Hoffman, Harry Pryor, and Jim McCrone had lunch in Halle's Tea Room — apparently it takes more nerve to eat in Halle's than it does to manage the affairs of 514. At least each of them kept nudging the other one to go first as the hostess approached . . . Our CAPosies of the month go to Carleton Gaines of Squadron 2 for his excellent and efficient work with little outside recognition . . . We fail to appreciate what apparently is meant for a compliment in the comic strip "Smilin Jack" by Zack Mosley. If we were to believe all of the tripe about which this cartoonist draws, we would picture CAP as being an inefficient bunch of play boys who have only the opposite sex to think of . . . Had a nice card from Roger Neverman who is now with the Navy at Great Lakes, Illinois — likes it a lot . . . A vote of thanks to Personnel Officer Helen Benedict of Squadron 514-1 for assigning Pauline Wolfe to the "News" as a permanent addition . . . The shelter put up by the engineers, after its first coat of paint developed a bad case of wet paint fingeritis, all of which makes me think of the old adage "You can tell a man that there are 1,649,434,000 stars in the sky and he'll accept it as a fact, but tell him that the paint is wet and inevitably he has to find out for himself . . . And they tell me that gasoline rationing comes up on the 22nd. Looks pretty bad for the old Oldsmobile 8. We are already thinking of other means of transportation . . .

... CAPete.



PHOTOGRAPHIC SECTION TO BE STARTED

Under the direction of Sergt. Dudley Brumbach, the members of CAP interested in photography will have not only an interesting subject to study but also a *large* darkroom to carry out their activities. A room in Flight, Inc. hangar has been made available by 1st Lieut. Ted Byron, and plans have been drawn up and work started in the "rejuvenation" of a coalbin into a photo laboratory. Various pieces of equipment have been made available so that within a few weeks Group 514 will have a complete darkroom and most of the equipment that goes with it.

Aerial photography is a complicated subject to say the least, and furthermore the government forbids any picture taken higher than 70 feet, so the class will necessarily confine itself to the basic elements of photography. The theory of aerial work will be studied until such time as the government makes some further provisions for shots from the air.



9
6
54
6
60.00

